

TENNESSEE GENERAL ASSEMBLY  
FISCAL REVIEW COMMITTEE



**FISCAL NOTE**

**HB 2413 - SB 2532**

February 19, 2020

**SUMMARY OF BILL:** Encourages the Department of Transportation (TDOT) to establish deceleration lanes on paved shoulders of state highways that have two or more lanes in each direction to allow for right-hand turns if the paved shoulder can accommodate motor vehicle traffic for that purpose. Authorizes right-hand turns to be made from the paved shoulder of state highways under certain circumstances.

**ESTIMATED FISCAL IMPACT:**

**Increase State Expenditure - \$285,000,000/FY20-21/Highway Fund**

Assumptions:

- According to information provided by TDOT, the current standard for shoulder design will not accommodate continuous operational traffic loading. Using the existing shoulders for turn lanes without any modifications would likely result in pavement routing, as well as drainage problems.
- Assuming shoulder widths of 10 inches or more to accommodate a right turn lane, an estimated rebuild cost of \$250,000 for each intersection where this could apply.
- Based on data obtained by the Tennessee Roadway Information Management System, there are approximately 1,140 intersections that would fall under the provisions of this legislation.
- The one-time increase in state expenditure to the Highway Fund in FY20-21 will be \$285,000,000 (\$250,000 x 1,140).

**CERTIFICATION:**

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in black ink that reads "Krista Lee Carsner".

Krista Lee Carsner, Executive Director

/jmg